

# BookletChart™

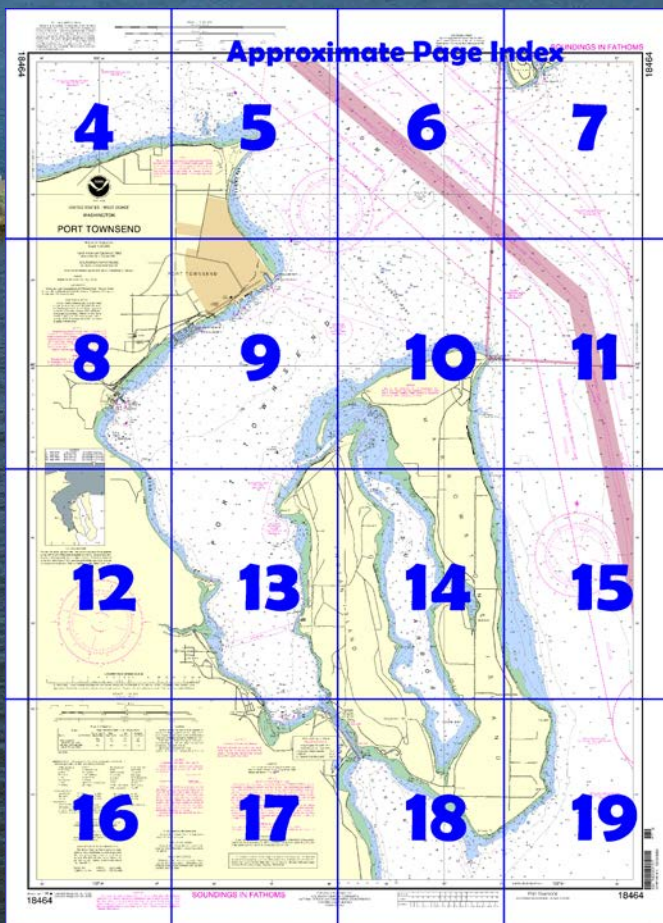
## Port Townsend NOAA Chart 18464



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18464>.



#### (Selected Excerpts from Coast Pilot)

**Point Wilson** is the W point to Admiralty Inlet and Puget Sound.

**Point Wilson Light** (48°08'39"N., 122°45'17"W.) is shown from a white octagonal tower on a building on the E extremity of the low point; a fog signal is at the light.

Shoals extend 0.5 mile NW of Point Wilson to the 5-fathom curve over irregular bottom; these are generally indicated by kelp. The E edge of the shoals rises rather abruptly from deep water. Heavy tide rips extend N of

these shoals, being especially heavy with a W wind and ebb current. A

buoy marking the shoals is about 0.7 mile NW of Point Wilson Light. In approaching Point Wilson in thick or foggy weather, vessels should obtain soundings constantly.

**Port Townsend**, immediately S of Point Wilson, is entered between Point Hudson and Marrowstone Point. It extends in a general SSW direction for 2.5 miles, and then turns SSE for 3 miles, with a reduced width to its head. Inside Point Hudson, depths generally range from 5 to 20 fathoms. It is an excellent harbor and is easily entered; however, mariners are warned to be aware of strong side currents that exist in Admiralty Inlet. The prevailing winds in summer are from W to SW, and in winter are generally in the SE quadrant.

**Point Hudson**, on the W shore 1.7 miles SSE of Point Wilson, is low and sandy. It is marked by a light and fog signal. The outer limits of the shoal making out from the point are marked by a lighted bell buoy.

**Marrowstone Point**, the E point at the entrance to Port Townsend, is low at its extremity, but rises abruptly to a bluff about 120 feet high. The buildings of the former Fort Flagler, now a recreation area of the Washington Parks system, are about 0.5 mile to the S. A fish haven is near the pier in about 48°05'28"N. 122°41'23"W. **Marrowstone Point Light** (48°06'06"N., 122°41'16"W.) is shown from a 20-foot white square structure on the E edge of the point; a fog signal is at the light. Piling of former piers and anchor piling for wartime submarine nets extend up to 500 yards offshore 0.6 and 1.6 miles W of the light.

**Midchannel Bank**, covered 4¼ to 10 fathoms, extends NW from Marrowstone Point about 2 miles toward Point Wilson. The bank has several submerged obstructions and large boulders on the bottom. Due to the nature of the bottom and the existence of cross currents from Admiralty Inlet, the bank is unsuitable for safe anchorage.

**Port Townsend**, the principal town, is on the W shore immediately W of Point Hudson. The only commercial traffic, other than fishing boats and ferries, is at Port Townsend Paper Corp. papermill SW of the town.

**Anchorage**.-The usual anchorage is about 0.5 to 0.7 mile S of the railroad ferry landing in 8 to 10 fathoms, muddy bottom. In S gales better anchorage is afforded closer inshore off the N end of Marrowstone Island or near the head of the bay in moderate depths, muddy bottom. Two **explosives anchorages** are in the bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.)

**Point Hudson Harbor**, just W of Point Hudson, is leased by the Port of Port Townsend to a private company. The entrance, protected by jetties, is marked by a private light on the end of the S jetty.

The terminus of the **Port Townsend-Keystone ferry** is 0.4 mile WSW of Point Hudson Harbor.

**Port Townsend Boat Haven**, 1.1 miles SW from Point Hudson, is operated by the Port of Port Townsend. The entrance is marked by lights; in July 2000, the controlling depths were 11.3 feet in the entrance channel and 10 to 12 feet in the basins.

**Glen Cove**, about 2.2 miles SW of Point Hudson, is the site of the Port Townsend papermill, at the N end of the cove. The 480-foot-long pier has reported depths of 30 feet alongside and a deck height of 18 feet. A private light and fog signal, on the seaward end of the pier, are maintained by the mill. A slight current may be encountered, and the use of an anchor is recommended in docking. Fuel oil tankers use the N side of the wharf; paper products are shipped from the S side. A floating security barrier, marked by private lights, surrounds a naval restricted area in the E part of the harbor off **Walan Point** on **Indian Island** (48°04'18"N., 122°44'47"W.). (

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

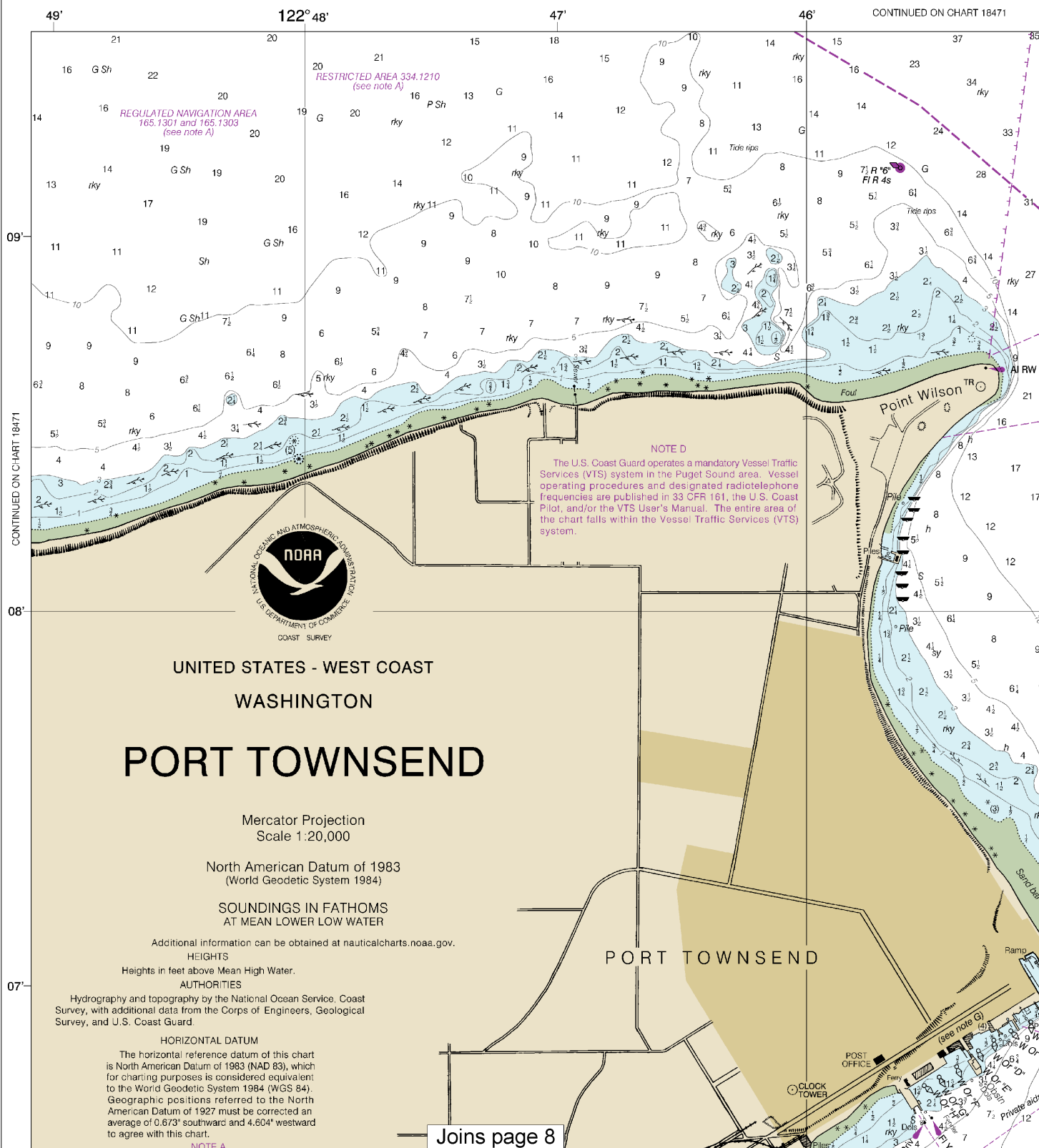
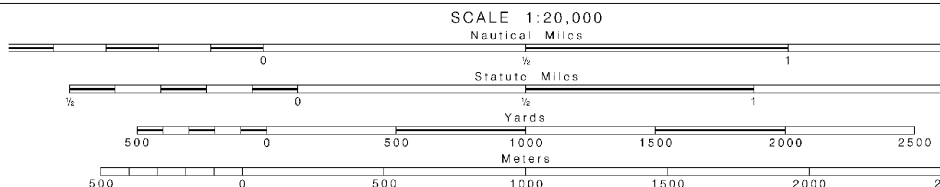
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

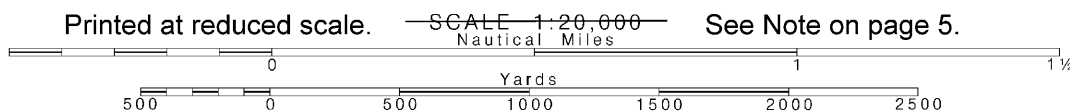
These volumes are available online at <http://www.navcen.uscg.gov>

18464



4

Note: Chart grid lines are aligned with true north.



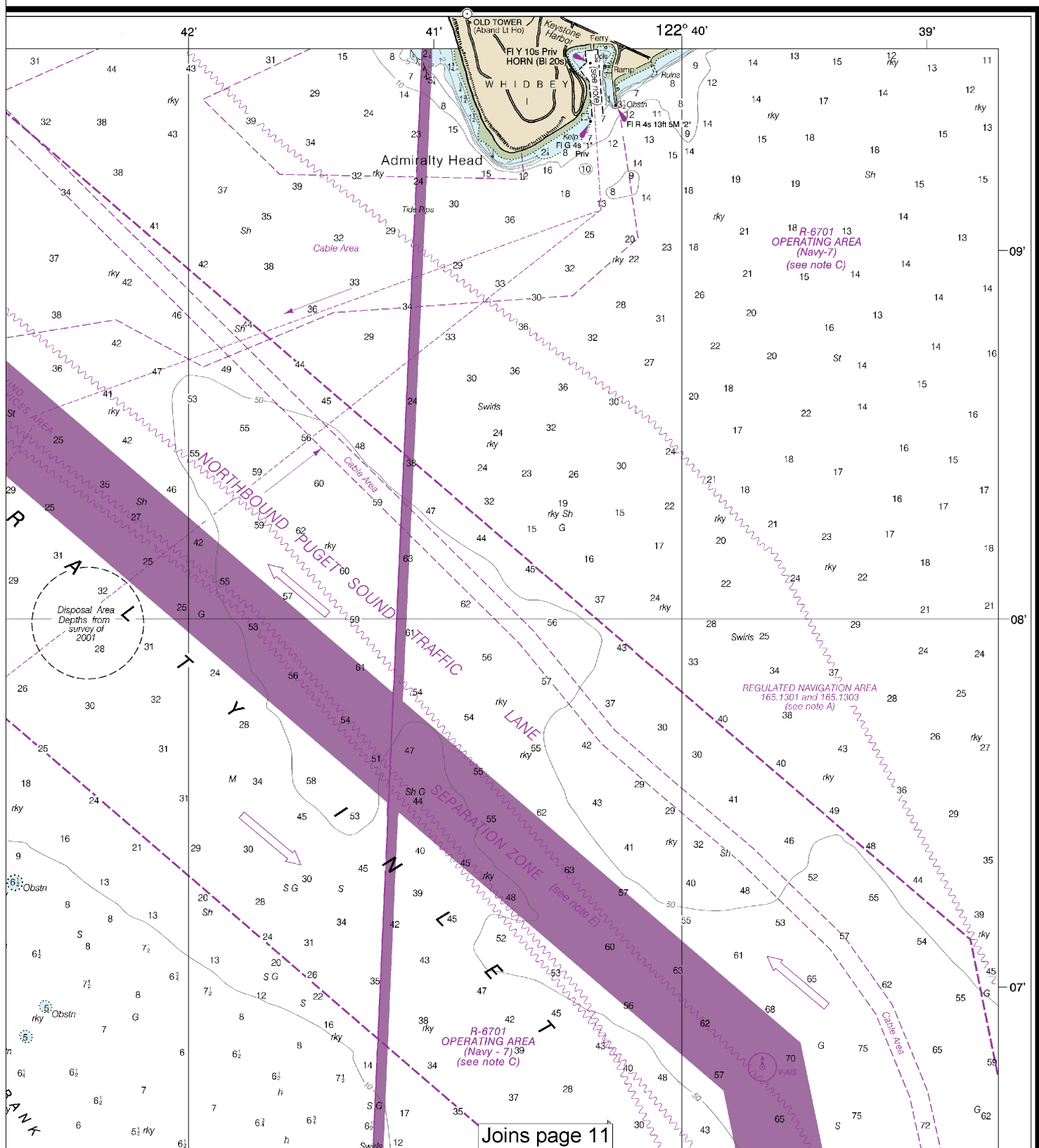




KEYSTONE HARBOR  
The controlling depth at MLLW was 19½ feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.

May 2001

## SOUNDINGS IN FATHOMS



18464



Mercator Projection  
Scale 1:20,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.673" southward and 4.604" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

NOTE G

No anchor buoys mark an eel grass protection zone. Buoys seasonally maintained from 01 May to 30 Sep.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

07'

48°

06'

50'

40'

30'

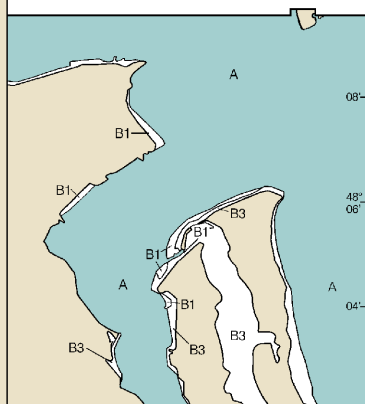
20'

10'

05'

50'

SOURCE		
A	1990-2012	NOS Surveys
B1	1990-2001	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys



Joins page 12

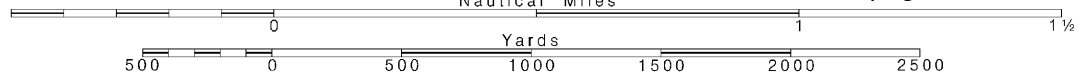


Note: Chart grid lines are aligned with true north.

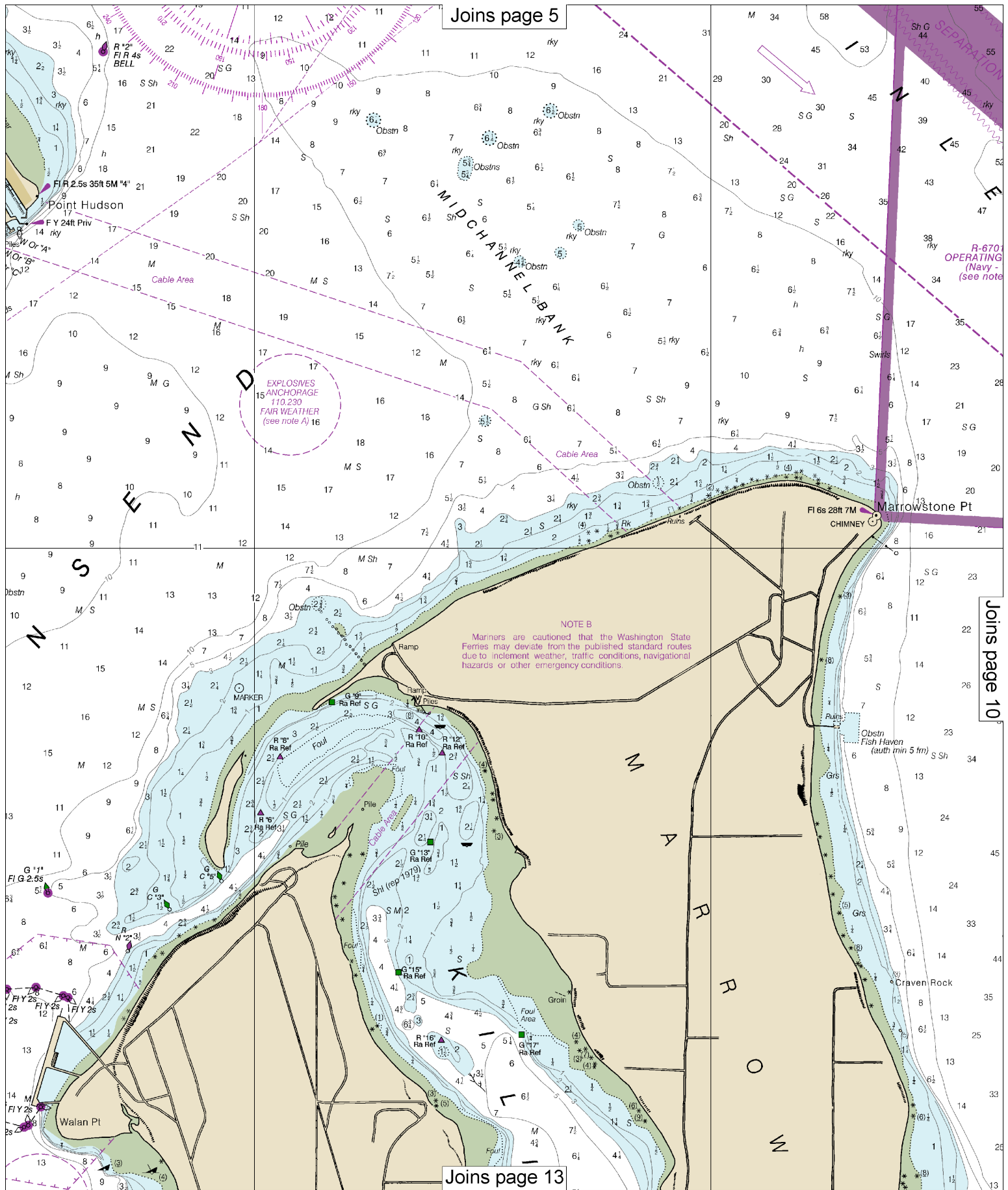
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



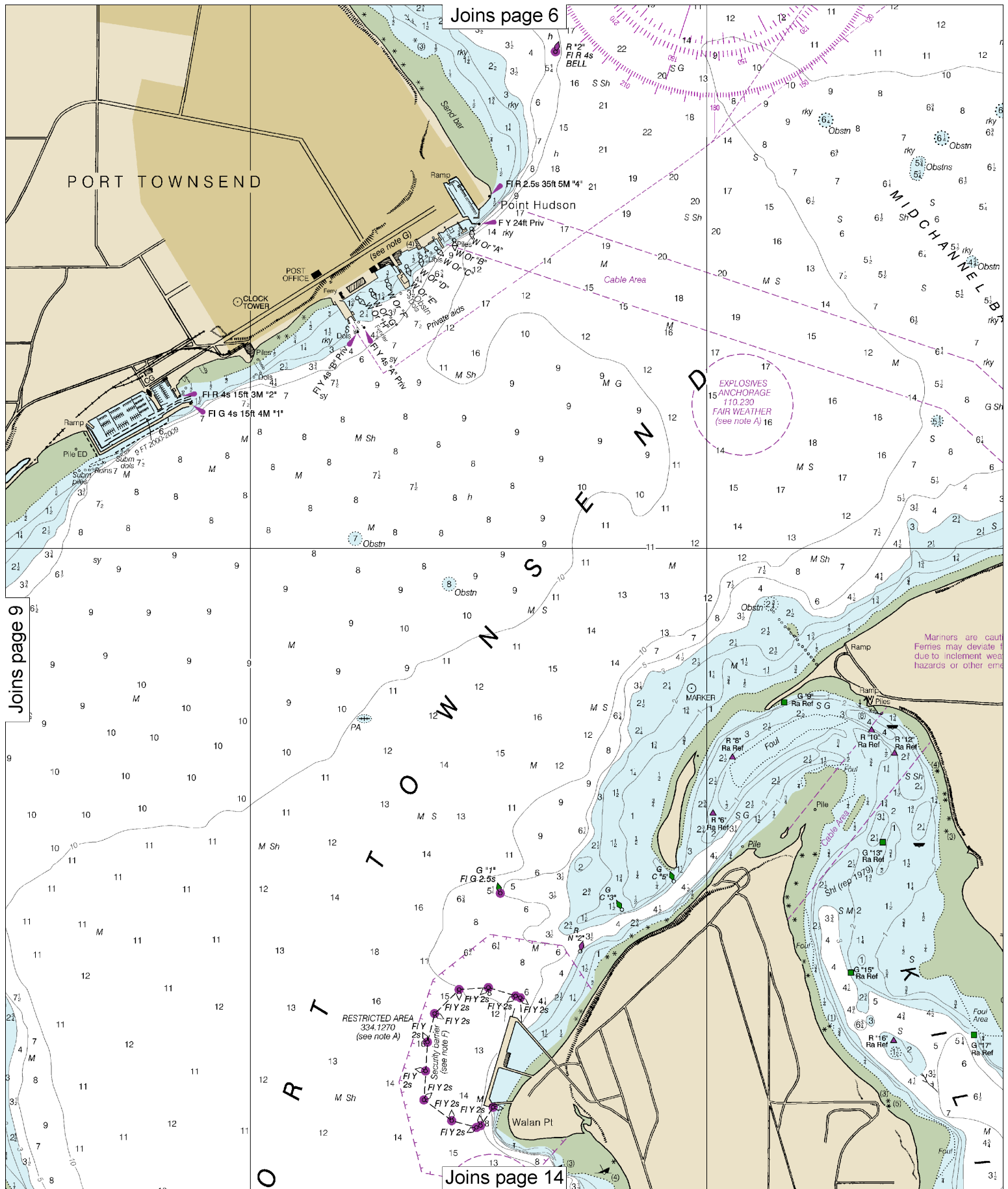


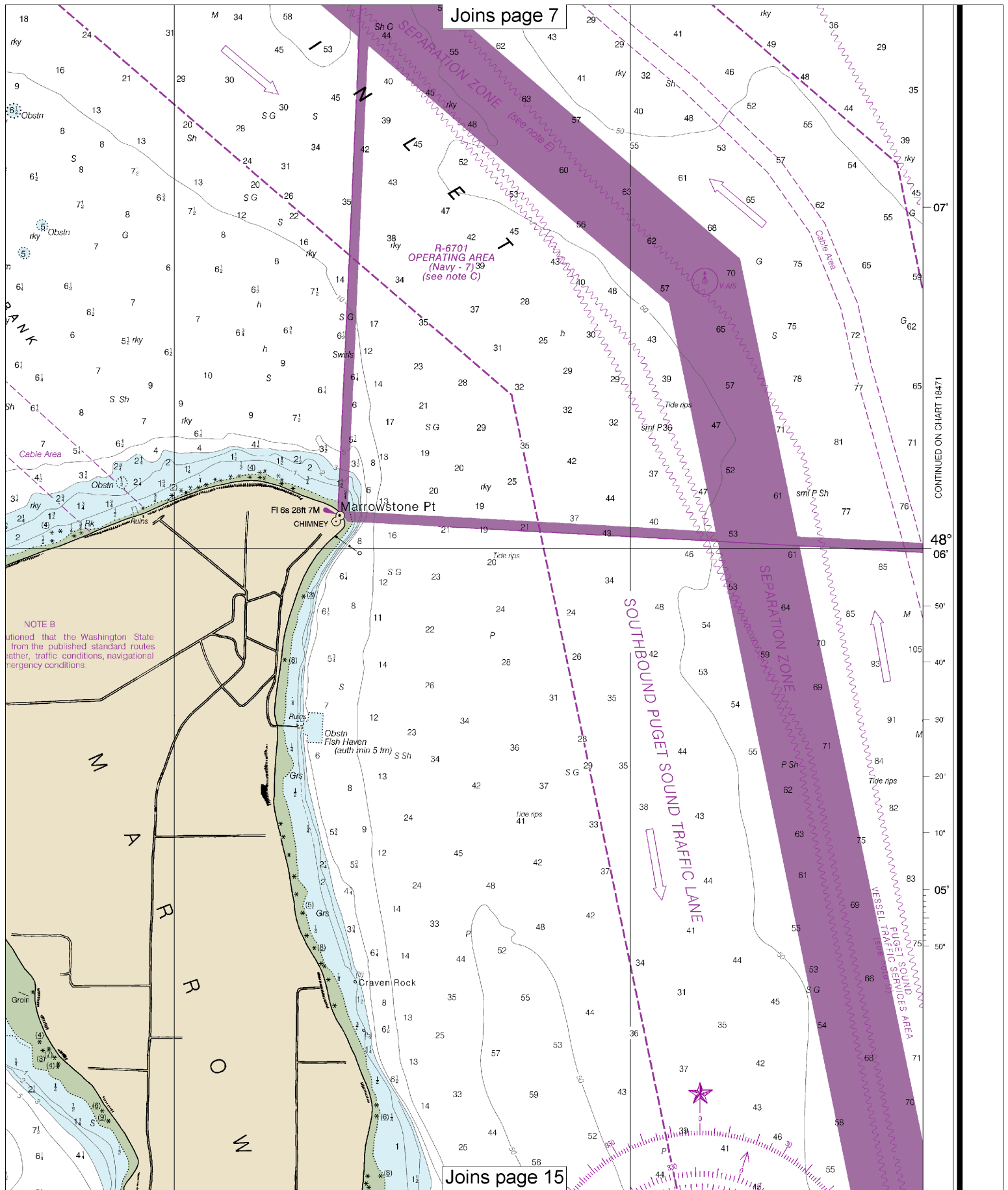


Joins page 5

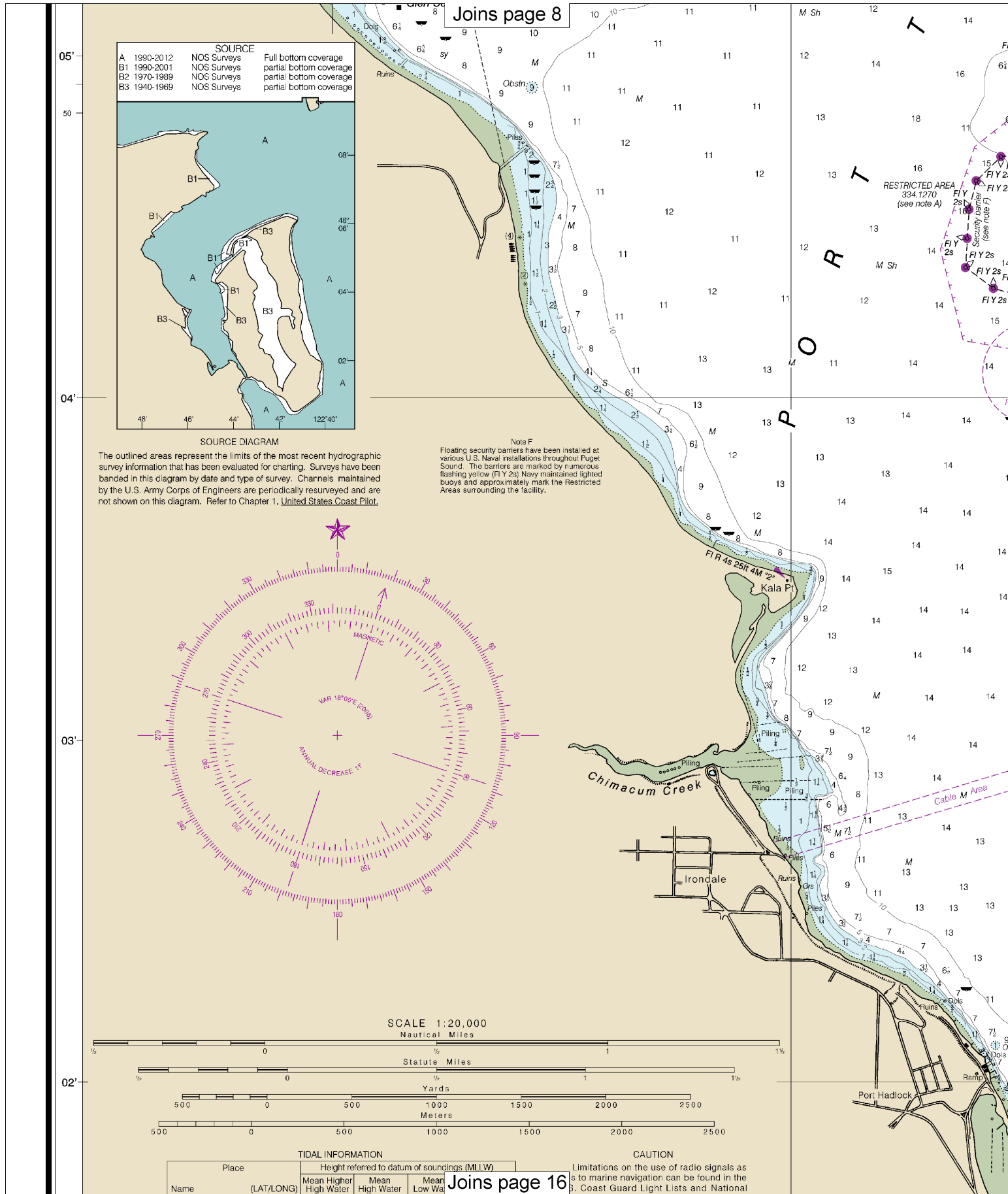
Joins page 10

Joins page 13

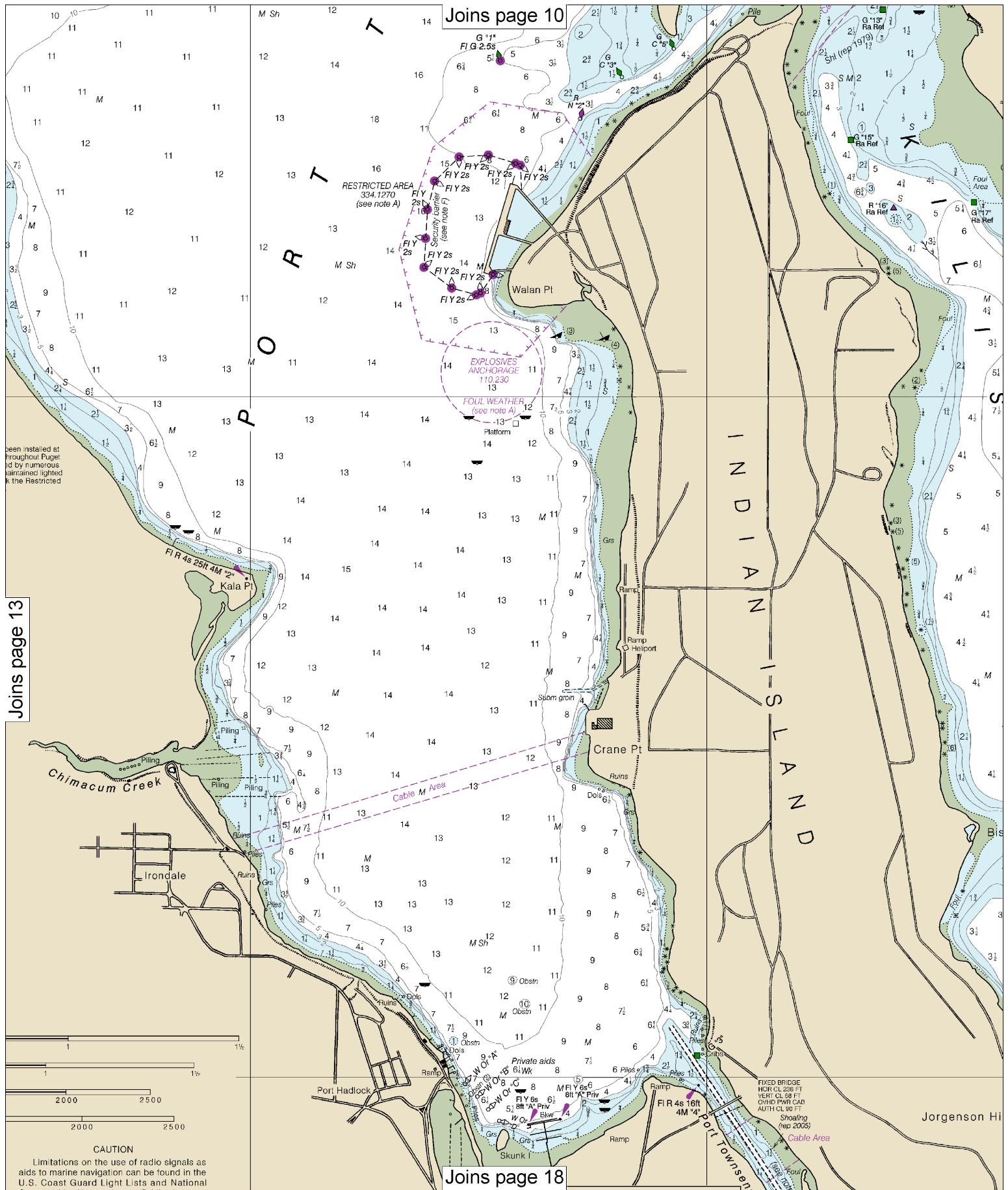




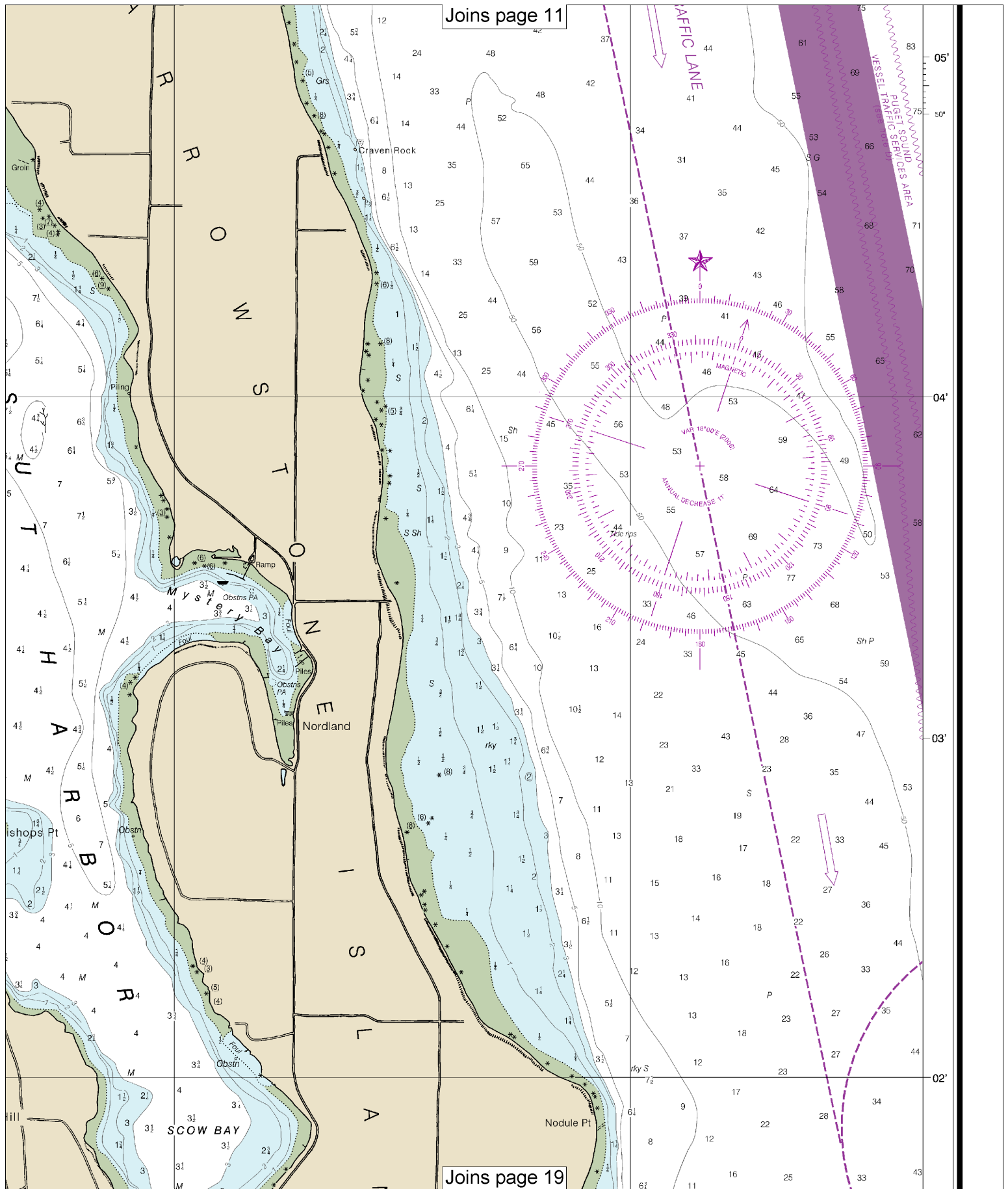








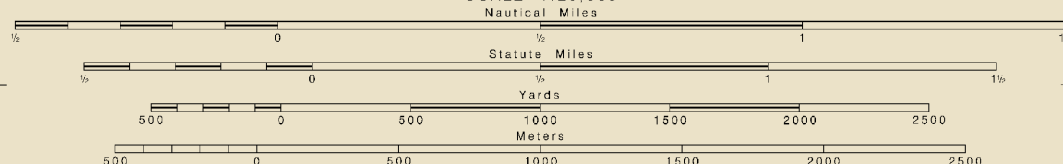




02'

01'

SCALE 1:20,000



## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Townsend (48°07'N/122°45'W)	8.6	7.9	2.6	-5.0
Oak Bay, Admiralty Inlet (48°01'N/122°43'W)	9.4	8.6	2.6	-4.5

(Jun 2005)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blks boulders	Co coral	gy grey	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Z1 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz
Puget Sound, WA	WWG-24	162.425 MHz

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

## CAUTION

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOTE C

## NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

Mariners are warned of protective riprap structures shown in this chart.

## TRAFFIC SEPARATION

One-way traffic lanes overprinted on this chart are intended to prevent collisions between vessels traveling between the ports of Seattle and Tacoma. They are not intended in any way to supersede the Rules of the Road. Separation zones are intended to be free of ship traffic. Separation zones are intended to be free of ship traffic. Separation zones are intended to be free of ship traffic. Separation zones are intended to be free of ship traffic.

Precautionary Areas have been established in these areas. Wherever a vessel is operating in these areas, the system should do so at these precautionary areas. Precautionary Areas have been established in these areas. Wherever a vessel is operating in these areas, the system should do so at these precautionary areas.

## COLREGS,

International Regulations for Preventing Collisions at Sea. The entire area of this chart falls within the scope of these regulations.

## POLLUTION

Report all spills of oil and hazardous materials to the National Response Center via 1-800-424-8802 (toll free) or by telephone communication is important.

NOAA encourages users to submit comments about this chart at <http://www.nauticalcharts.noaa.gov>.

18464

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

25th Ed., Jul. 2006. Last Correction: 4/12/2016. Cleared through:

LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FATHOMS

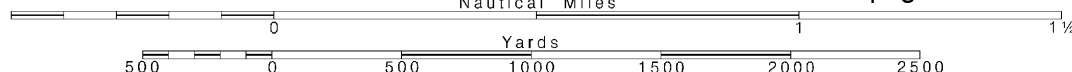
16

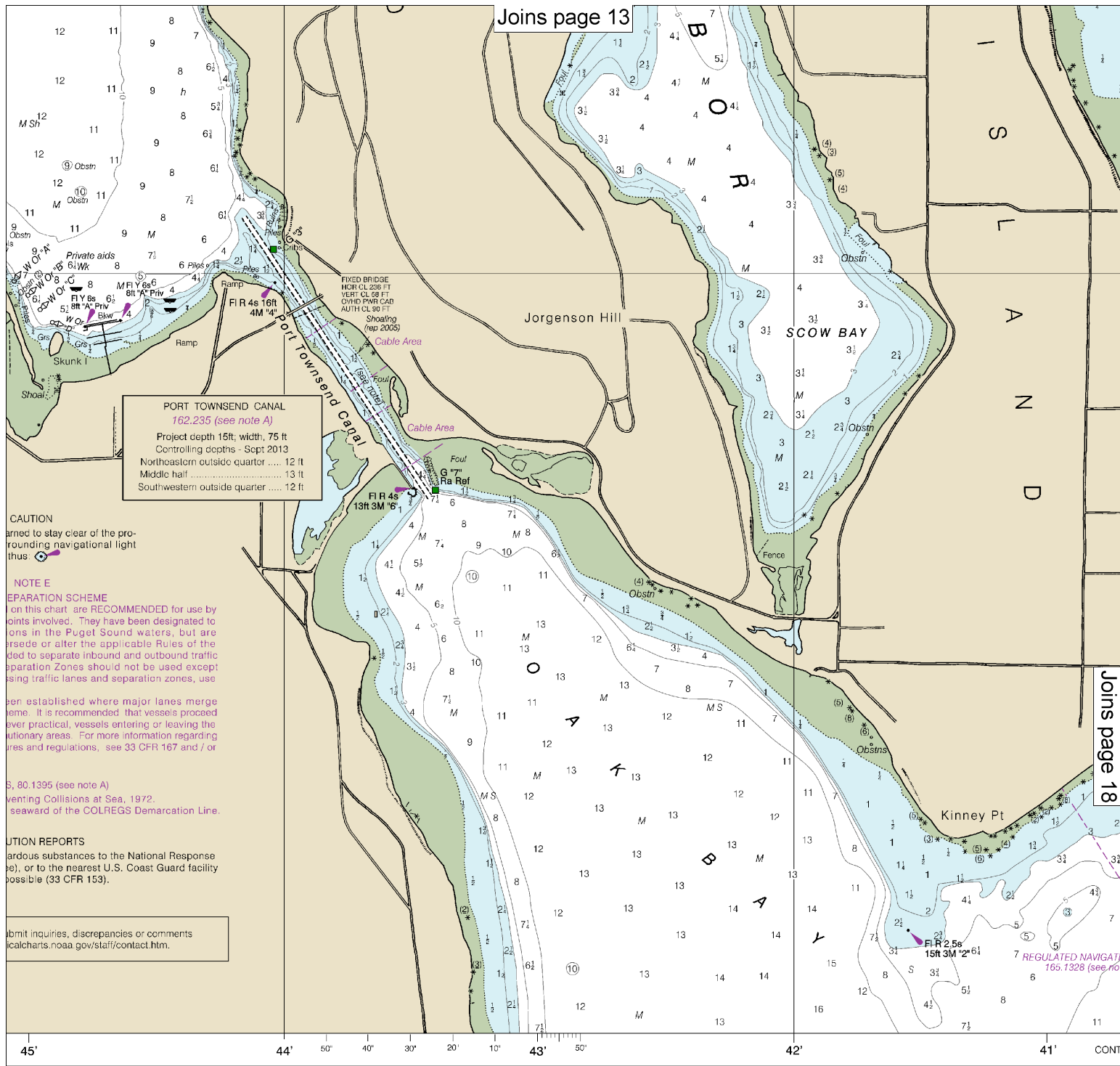
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





Joins page 13

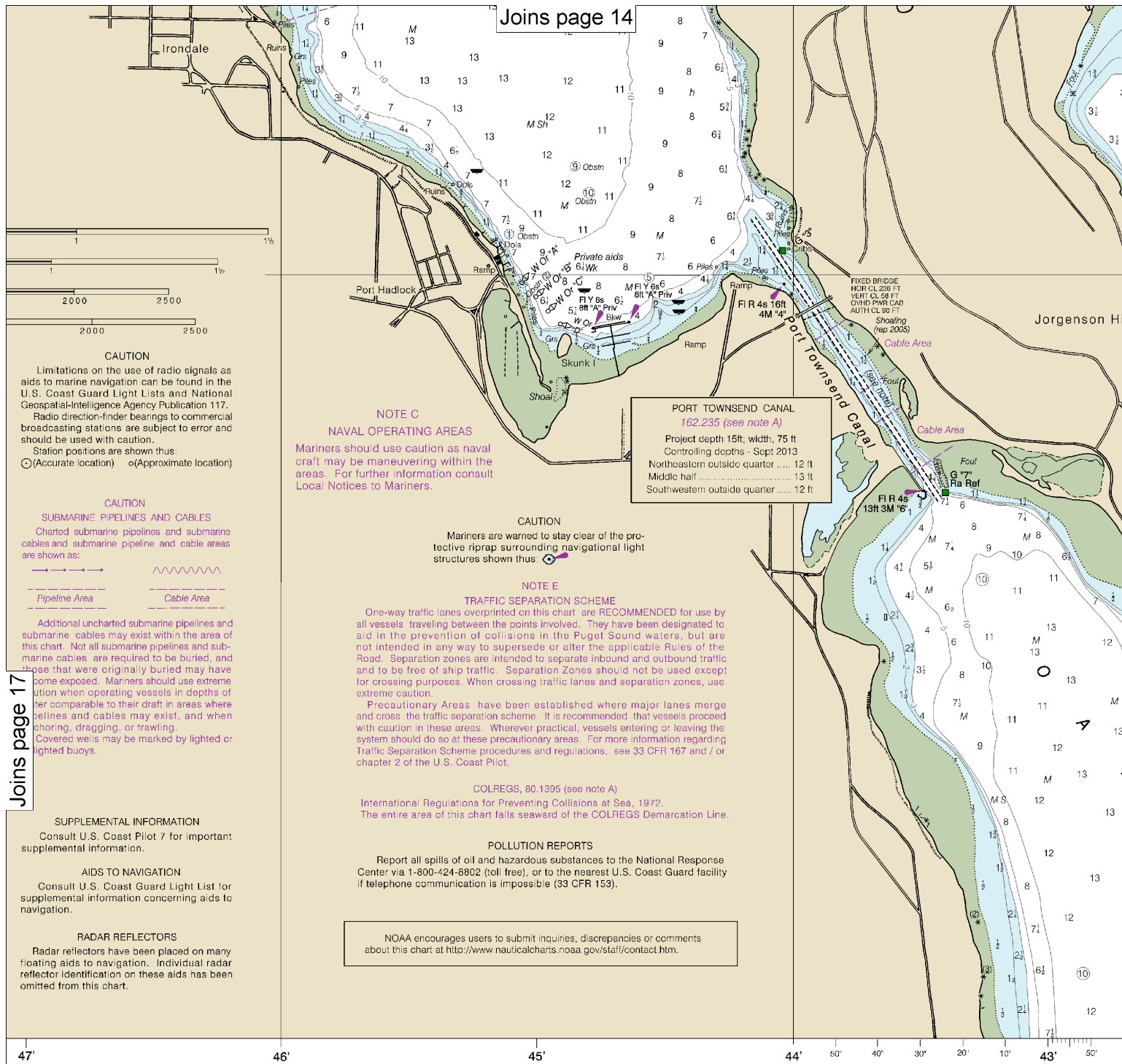
Joins page 18

IONS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17





Joins page 17

## SOUNDINGS IN FATHOMS

Mariners (NM) published by the Local Notice to Mariners (LNM) to the Coast Guard district to the best corrected from Notice to Mariners are available at

ough:  
16 (11/25/2016)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATH  
FEET  
METERS

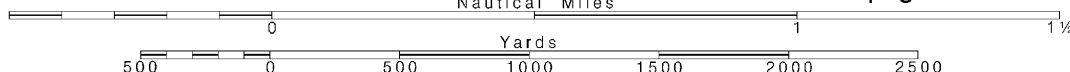
18

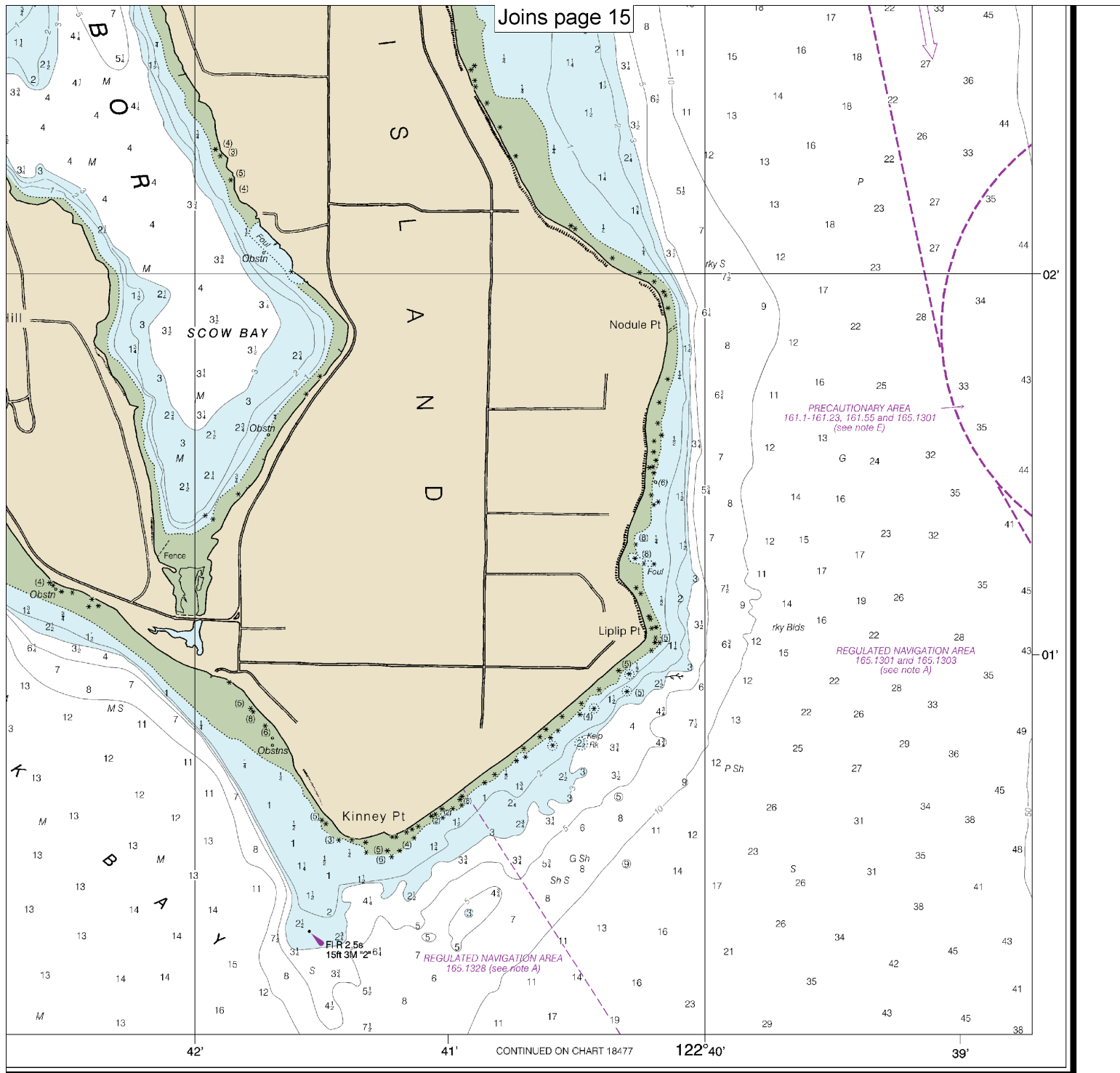
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





FOAMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
TERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Port Townsend  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

18464



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.